INE MARKET BOOTHS DOOMED. The Board of Health at its meeting, yesterday, continued its attack upon the booths incum! the sidewalks around the city markets by ordering the testruction of those clustered around Catharine and be abated, and measures were broached for the exclum of hog-slaughtering from the city, unless the busi-

tary Superintendent Day was ordered to caus tion to be made of the occupied cellars north of ou-st., with a view to an order being issued for vacation as places unfit for human habitation; to cause an inspection to be made of all cellar ently vacated south of Houston-st., to ascertain if have been reoccupied. The Sanitary Superwas also directed to examine all slaughte cases within the city limits and report in regard to the situation, capacity, and appointments for slaughtering and the disposal of refuse and offal, and to recommend easures that the Board may take to render the busipervision. A resolution was passed that section 57 of the Sanitary Code should be amended by the insertion ords "calves, sheep, and hogs" after the word cattle," so as to render the regulations in regard to ndent Day was directed to cause a survey to made of the five blocks of buildings between Thirty-, and to have maps prepared showing the boundlet, with the names of the owners, agents. Commissioner Stephen Smith proposed the fol-

m and after the 1st day of July, 1874, the On motion of Commissioner Henry Smith the prop

ction was put on the table, whence it will e called for adoption or rejection after the Commissionrs have made an inspection of the hog slaughtering of ta which they soon intend to do.

Santtary Superintendent Day reported that the Saniectors during the week had inspected 1,090 The Disinfecting Corps had disinfected 172 et gutters during the previous week, at an of \$529 10. He also reported that the schooner wers' refuse into the Kill von Kull, and thereby causing a great nuisance, were liable to have neir vessel seized by Dr. Anderson of Stapleton, Presint of the Staten Island Board of Health. The following comparative statement of the conta-

A petition was received from residents complaining of the oder from a fat rendering factory in Exeter-lane, tetween First and Second-sts. The complaint was referred for investigation to the Sanitary Superintendent.
The Registrar of Records, Dr. Elisha Harris, reported
that during the past week there were 739 deaths, a
decrease of 93 as compared with the mortality of the
week before. The decrease was chiefly among children
under two years of age. Without doubt the excessive
mortality among children of this age, was due to the
high temperature, foul air, and negligence of their
mothers. The death-rate was the average of the past
seven years; and if families would pradently
seek the Parks and have their homos well
cleaned and ventilated, there would be no
no danger of any epidemies breaking out in the city,
sanitary Superintendent Day reported that Inspector
Wholahan had made a topir through the lower part of
the city and seized nearly a cart load of nuripe and
decayed frait. The truit condemned included melons,
nears, apples, peaches, egg-plants, peas, beets, and tetween First and Second-sts. The complaint was re-

Sanitary Superintendent Day submitted the reports of ne Sanitary Inspectors on the condition of the streets. eter Judson, having charge of the First, Third. Ninth and fifteenth Wards were in a much better condition than during the previous week. Inspector Bryent, in regard to the Tentu and Thirteenth Wards, reported that the streets of his district were much inriter than during the week before. The following streets were dirty: Mangin, Goerck, Essex, Hester, Broome, and Rivinston-sts. Inspector Meade reported that the streets in the Eleventh Ward were in a fair condition. The inspectors having charge of the wards in the upper portion of the city reported that the streets were clean, the exceptions being those where repairs or building were going on.

MARKET REFORM.

Assistant Sanitary Superintendent Janes submitted the following report on the condition of Centre Market:

On Centre Market-place, the wooden structures connected with the market occupy the entire width of the sidewalk for nearly half the distance from Broome to Grand-st. These are immediately connected with the market proper, are occupied for the sale of meats and vegetables, and ventilated by means of doors and windows. On the Centre-st. front there are several small wooden projections connected with the main building and built out to the line of the lower step at the entrance to the building. The floor of the extension on Centre Market-place was found to be very much broken and decayed, resting immediately on the ground, with no space for the circulation of air. It readily imbles moisture from the natural dampness of the ground, which not only favors decay of the wood, but is detrimental to the health of persons who occupy the floor. A portion of the floor on the Broomest, extension was also found to be out of repair, apparently from a similar cause. These conditions of the floors and external appendages of the market building, are, in my opinion, defimental to health, and require some alterations, with a considerable amount of cleaning, disinfecting and repairing. I was informed that a pertion of the old floor on Centre Market-place and Broomest, is to be taken up, and a new floor is laid, a portion of earth be removed to a depth sufficient to allow the circulation of a current of air beneath the floor. This will prevent the absorption of moisture from the ground, and the consequent rapid decay of the floor. As the external surface of the wooden structure along the sidewalk of Centre Market-place has become saturated with filth, and interferes with the proper light and ventilation of the main building. I respectfully recommend that the wood-work inclosing that portion of the sidewalk be removed, with the sidewalk of one extend beyond the line of the stoop, should be thoroughly cleased and disinfected. The o Assistant Sanitary Superintendent Janes submitted

are the names of the occupants of the wooden structures around the market;

Centre Market-place-Frederick Graeber, dried fruit,

&c.; Peter Devitt, ergs, butter, and crockery; Mrs.

Fisher, hosiery; Charles Shrimpton, fruits and vegetables; James Boylas, fruits and vegetables; Mr.

Dougherty, pickles;

Centre et.—J. H. Racy, fish; M. Cassidy, poultry;

James Donnelly, provisions; Mary River, vegetables;

Janteen & Brother, meat.

Dr. Janes submitted a report of a similar nature respecting the booths around Catherine Market. Here the sidewalk on the north-east side of the market has been occupied by wooden structures adjoining the main building. At the east end booths have been erected building. At the case was books have been creeted which block up the entrance to the market and seriously narrow the street. The books prevent the entrance of light and sir, and accordingly are detrimental to health. As soon as the reading of Dr. Janes's report had ended, on motion of Commissioner Vanderpoel a resolution was passed ordering the stands around both Centre and Catherine Markets to be removed by their owners before Saturday next. The Board then adjourned.

THE NEW CITY PRISON.

A SITE CHOSEN BY THE SPECIAL COMMISSION-CANAL, ELIZABETH, BAYARD, AND MOTT-STS. TO BE ITS BOUNDARIES.

At a meeting of the Special Commission appointed to select a site for the new City Prison, yesterday, the following report from Controller Green was

and Fourteenth water, inquiry and constituent of the prison, and, after diligent inquiry and constituent of the required conditions than a litalef more of the required conditions than are found in any other block situated in the desired refound in any other block situated in the desired reinity, in the fact that it is near the corner of the Bowery and Canal-st, the point named in my former report as the most desirable location for convenience of access; that it is a piece of land of moderate value; that it is occupied by buildings, the removal of which would it is occupied by buildings, the removal of which would involve only a comparatively small sacrifice of property; that the position is high and of proper grade for building that the position is high and of proper grade for building ourposes, and such as will not be changed by the new

These and other considerations seem to point to this as a very eligible block for the proposed site, and I would suggest it to the Commission for adoption as a site for the new City Prison and Bridewell provided for by Chapter 535 of the Laws of 1873.

I have prepared, and herewith submit, a resolution which will meet the provisions of the law, if the Commissioners should concur in the propriety of taking this block of land for the purpose. Very respectfully, ANDREW H. GREEN, Controller.

The following are the resolutions referred to, which were adopted on motion of President Vanceof the Board

tain courts in the City of New-10ra, passed of any 1873, it is provided as follows; SECTION I. The Mayor, the Controller, and the President of the Board of Aldermen of the City of New-York shall be and are hereby constituted Commissioners to locate and erect a suitable building in said city, to be used as a City Prison and Bridewell in the place and stead of the building now used and occupied for that

The several Commissioners signed a certificate in a cordance with the latter resolution, which was immediately recorded in the office of the Register. According to the provisions of the act creating the Commission, they will apply by petition, within 40 days, to the Supreme Court, asking for the appointment of three Commissioners to estimate and appraise the property chosen. The property is situated on high ground, and is nearly a perfect rectangle, with an area of about 75,000 square feet, which is deemed ample for prison purposes. The block contains about 55 buildings, nearly all of which are in a very fitty condition. Within the Canaist, face of the block are several small brick and frame houses in a tolerably good condition, though none are of recent erection. The buildings fronting on the other three streets are generally old and poor, none of them having been recently been put up, with the exception of the school building on Mott-st. They are very densely packed with residents, and are very dirty and rickety in appearance. The city owns two buildings on the block, the primary school building No. 8 in Mott-st., and the repair shop of the Fire Department in Elizabeth-st. in appearance. The city owns two buildings on block, the primary school building No. 8 in Mott-st., the repair shop of the Fire Department in Elizabeti

REPAIRING GAPS IN THE STREETS. MR. JARDINE RENEWS HIS PROPOSAL, AND OFFERS

SECURITY. Robert Jardine, whom Commissioner Van Nort recently styled "the Controller's man," has written a long letter to the Mayor, in which he maintains that his recent proposal to repair the wooden and stone block pavements of this city at rates below the Commissioner's estimates was made in good faith, and was based upon a careful consideration of the subject. He replies at great length to Mr. Van Nort's assertions that his tenders were not based on a necessary knowledge of the work required; that he was not personally responsible, and was unable to furnish security for the performance of the work, and that he was in default to the city, and therefore no bid, however favorable it might be to the interests of the tax-payers, could legally be receive from him. As a contractor whose experience has ex-tended over 15 years, he asserts that his bid was based on practical knowledge of the contemplated work, de rived from personal examination of leading thorough-

for the performance of the work, he says:

I think your Honor will agree with me that personal or pecuniary responsibility on the part of the bidder is not an essential qualification in a contractor who compensates for such deficiency by furnishing requisite security. Were it otherwise, the provision of our contract laws designed to invite and secure competition. lighty-sixth-st. In refutation of the allegation as to the work on West-st., I beg to say that the contract was completed so late in the Fail of 1867 that it was impracticable to take up and regrade and relay certain portions of the work which in the opinion of that Board were not upon the right grade. To facilitate the acceptance of said work, as fully completed, I agreed after consultation with them, to leave in their control the sum of \$500 to be expended by them (in case of omission on my part) in making alterations in the objectionable portions referred to. This sum was considered by said Board as supple for the contemplated work and was ac expended by them in the ensuing Spring. The notice from said Board to me which the Commissioner, quotes at length was simply a legal formality to enable them to appropriate and use the special deposit of \$500 for the purpose stated. Lastly, as to the matter of my contract for paving, Second-ave, from Sixty-first to Eighty-sixth-st., which contract is stated to have been annualled by the said Croton Aqueduct Board and that their action was assumed by the late Controller (during the pendency of the suit referred to below) as placing time jin default to the city, the contract was, it is true, declared annualled, but that course was so manifestly unjust, and so unwarranted by the actual facts in the case, that I promptly initiated legal proceedings for the recovery of such damages as I had suffered. Judgment was rendered in my favor, and I afterward received from the city the full amount of damages I had suffered through the illegal proceedings for the recovery of such damages as I had enfered. The contract was therefore, by the decision of the Court, declared to have been illegally no. of its departments. The contract was therefore, by the decision of the Court, declared to have been illegally an nulled, and my standing as a contractor was also infer

decision of the Court, declared to have been illegally annulled, and my standing as a contractor was also inferentially sustained.

Now, with reference to my proposals before you, I did not propose, nor do I wish to have it inferred, that I designed to repair defective portions of the wooden pavements with similar material, or with other wooden blocks no better as to durability, but equally as costly as original pavement; but I would, on the contrary, have substituted stone blocks, at a cost not exceeding 60 per cent of the cost of the original wooden pavement, with the additional advantage of well-tested durability. The replacement of defective parts of the present wooden pavements with other wooden blocks may postpone for a brief period their entire removal, but it will in the mean time add largely to the aggregate expense of their adoption. My plan would result in a gradual and regular substitution of stone for wood, and a reasonable period would show completed and desirable stone block pavements where otherwise we can only look for the offensive debris of rotten wood. In repairing the existing stone block pavements I would of course regrade and relay all sunken parts, and furnish such new stones as might be needed to supply deficiencies. And in all I proposed to do I expected to do Inder the supervision of the Commissioner of Public Works, and subject to his approval. In conclusion, I beg to add that I adhere to the proposals now before you, that I will furnish such security as the Controller may approve, that I will prosecute the work of repairs to the street pavements with skill, and in good faith, and for the sum specified by mp in said proposals.

MINOR MUNICIPAL THEMES,

A PHASE OF RETRENCHMENT-THE PARK COMMISSION. Mr. Maloney, Clerk of the Board of Assistant Aldermen, has been reducing the pay of his subordinates, including his own. Mr. Beyea objected to the reduction, whereupon he was discharged yesterday. The last three persons mentioned below have been recently appointed. This has given rise to the statement that Mr. Maloney, desiring to obtain a reputation for economy without really earning it, had reduced indi-vidual salaries, but had made up the aggregate in new

| Domemones, was well assessed as | | 5.5 |
|--|--------------------|-----|
| low: | | 1 |
| Maloney, Clerk | \$3.500 to \$3.000 | |
| Betts, Deputy Clerk | 1.900 to 1.700 | |
| Fitzpatrick, Pirst Assistant | 1.400 to 1.400 | |
| Cedington, Second Assistant | 1.200 to 1.000 | |
| Coyle, Index Clerk | 1.200 to 1.000 | |
| Masterson, Index Clerk | 1 200 to 1 000 | |
| Williamson, Sergeant-at-Arms | 1,200 to 1,000 | |
| Walsh, Doorkseper | 1.200 to 1.200 | |
| Gardner, Messenger | 1,000 to 1,000 | |
| Berea, Messenger | 1,200 to 1,000 | |
| Fitzgerald, Measenger | 1.000 | |
| Fitagerald, Measenger. Abbott, Measenger | 900 | |
| AFOREST, Michelle Lell. | | |
| Barry | 1,000 | |
| The Park Commissioners opened bi | ds yesterday f | × |

series of ornamental bases and lamp-posts in connection with the flag-staff in Union-square, as well as for the bronze work on the City Hair Park fountain. The towest bidders for the ornamental bases were William L. Miller & Co., at \$4,000. George Pischer & Brother put in the CITY OF NEW YORK, DEPARTMENT OF FINANCE, CONTROLLER'S OFFICE, August 11, 1873.

To the Commissioners for the Location and Erection of a new City Prison and Bridescell.

GENTLAMEN: In compliance with the resolution passed of the last meeting of the Board, I have made soid at auction. Bills to the following amounts were au-

dited: For maintenance, \$746 95; for e \$2,206 28; for maintenance of Museum of Natural History building, \$233 61. On the report of the Special Committee, it was ordered that Catharine M. Graham, executrix of the late Frederick L. Yates, be paid the sum of \$1,529 64 in full for damages to the property of the estate on Ninety-seventh-st., between Eighth and Ninth-

see on Ninety-seventh-st., between Eighth and Ninth-s. A resolution was adopted making a requisition on Controller to issue \$300,000 worth of stock under Sec-torial and the Section of the laws of 1873. delegation from the Merchants' Protective Associa-i, consisting of Mesars. Thurber, Merwin, Roome and ers, called on the Mayor yesterday afternoon to ask to suspend action in regard to instituting suits for ations of the city ordinances respecting sidewalk ob-

THE COURTS.

CRIMINAL NOTES.

Michael Jordan, a sailor on board of the ship

At the Essex Market Police Court yeste

DECISIONS-AUG. 12.

Supreme Court-By Judge Davis .- Helen M. Rich

CALENDAR-THIS DAY

CALENDAR—This Dat.

9. Crane art. Jederda.
66. Equitable Life Assurance
Scotety of New-York agt.
132. Boyer art. Barmett.
35. The People. Holderman agt.
168. The People. Holderman agt.
169. Herschberg agt. Jutile.
36. The People. Holderman agt.
169. Herschberg agt. Jutile.
169. Walter Hill, John Carroll, and Harrey Pauls, larceny and receiving stolen goods: Hose Reily, Charles Black, and Wiltiam Feich, grand larceny: Wm. Kerrigao, larceny from the person; George Brown, Herschberg, Charles Gunipe, Frederick Richter, and Charles Bender.
160 felony, laws of 1851.

SHIPPING INTELLIGENCE.

CLEARED.

Steamship Zodiac, Chapin, Newbern, N. C., Marray, Forris & Co.
Steamship Wynoske, Couch, Elicamons, City Point, and Norfolk, Old Dominion Steamship Co. Steamship Cubs (Br.), Moodie. Liverpool, via Queenstown, C. G. Franckiyn.

Steamsing Cure (Br.), Roome, Liverpool, via Queenstown, C. G. Pranckivn.
Steamship Regulator, Freeman, Philisdelphia, Lorillare Steamship Co. Steamship Morro Castle, Morton, Havana, Wm. P. Clyde & Co. Steamship Wyoming (Br.), Price, Liverpool, Williams & Guion.
Steamship Earopa (Br.), Campbell, Giagow, Henderson Brothers.
Steamship Pariopa (Br.), Campbell, Giagow, Hoderson Brothers.
Steamship Philodelphia, Davis, Philiadelphia.
Ship Alex. Marshall, Gardon, Mars Island, Chas, H. Marshall & Co.
Bark Barroon (Bal.), Jyne, Queenstown or Palmouth, A. P. Agresta.
Bark Christiana (Swed, J., Lorsen, Montevideo, Tetens & Boekmann.
Bark Abram Young (Br.), Farnsworth, Rotterlam, Jaz. W. Elwell & Co.

Bark Adelia Carlton. Washburne, Hong Kong, &c., Selter & Liver-

Brig Annie Collins (Br.), McDouald, Hautsport, &c. C. W. Berteaux, Erig Wilhelmine (Gcr.), Knath, Stettin, &c., C. Tobias & Co. Efrig Bir Robert Feel (Br.), Holloway, Falmonth, A. H. Solomon & Co. Brig Exocitors (Br.), Mayer. Hamilton, Bermula, D. McCall.
Brig Calnow Steamed (Ger.), Roggemack, Constantingle, Funch, Siye & Co. Styre & Co.

Schr. Rubina (Br.), Leird, St. John, N. B., &c., Hener & Parker.

Schr. Freedom (Br.), Pettia, Windsor, N. S., G. W. Berlean & Co.

Schr. Lottie Well, Watson, Perundina, Phs., J. Boyuton & Sona.

Schr. M. Mahel, Marray, Sew-Havon.

Schr. Delman, Wilson, Providence.

Schr. Oreron, Wilson, Providence.

Schr. Delmar, Walance, Newbern, N. C.

Schr. K. Myhn, Phillips, St. Kitta.

Schr. A. J. Williams, Morrell, Stamford. Stamford Manufacturing Co.

ARRIVERS.

ARRIVED.

Steamship Mass (Dutch), Deldes, Rotterdam July 26, with index, and Steamship Mass (Duich), Desides, Eciteriam July 20, with mise, and plan, to Funch. Keye & C. Steamship Pereire (Pr.), Dance, Havre July 31, via Brest Aug. 2, with mides, and pass to Geo. Mackensis.

Steamship Greece (Br.), Thomas, Liverpool July 30, and Queenstown 31st, with mides, and pass to F. W. J. Hurst.

Steamship Idaho (Br.), Guard, Laverpool July 30, via Queenstown 31st, with mides, and oast to Williams & Guion.

Steamship Colombia, Carris, Havana Aug. 7, with mides, and pass, to Wm. P. Cibré & Co.

Steamship Charleston, Berry, Charleston with mides, and pass, to

Steamship Columbia, Ouries, Havana Ang. 7, with mose, not pase to Wm. P. Cirde & Co.

Steamship Charleston, Berry, Charleston with mise, and pase to J. W. Quintard & Co.

Steamship Rhos S. Terry, Salyear, Newbern, N. C., with mise, and pase, to Marray, Ferris & Co.

Ship Livernool, Lambert, Loudon June 10, and Iale of Wight 14th, with mise, and pase.

Ship Magdelma (Ber.), Hinke, Bremen July 1 with mise, and pase, Rhip Magdelma (Ber.), Hinke, Bremen July 1, with mise, and pass.

Bark Garoline (Ger.), Strucker, Bremen July 5, with mise, and pass.

Bark Garoline (Ger.), Strucker, Bremen 35 days, with mise, and pass.

Bark Risillant (Nor.), Colson, Silgo 37 days, in ballast, Bark Birliant (Nor.), Colson, Silgo 37 days, in ballast, Bark Histow (Str.), Macobon, Traise 37 days, in ballast, Bark Histow (Str.), Macobon, Traise 37 days, in ballast, Bark Adjator (Nor.), Johannsen, St. Nazaire 42 days, in ballast, Bark Adjator (Nor.), Johannsen, St. Nazaire 42 days, in ballast, Bark Printing Louise (Nor.), Trenen, Silgo 28 days, in ballast, Bark Hanold Haarfacet (Nor.), Braland, Bargen 57 days, in ballast, Bark Hanold Haarfacet (Nor.), Braland, Bargen 57 days, in ballast, Bark Hanold Haarfacet (Nor.), Braland, Bargen 57 days, in ballast, Bark Hanold Haarfacet (Nor.), Braland, Bark of days, in ballast, Bark Blooms (Nor.), Romanden, Greenock 45 days, in ballast, Bark El Dorsdo (Nor.), Thomasen, Anwerp 50 days, in ballast, Bark Johann Keuler (Ger.), Randoof, London 53 devs. in ballast, Bark Johann Keuler (Ger.), Randoof, London 53 devs. in ballast, Bark Johann Keuler (Ger.), Randoof, London 53 devs. in ballast, Bark Johann Keuler (Ger.), Randoof, London 53 devs. in ballast, Bark Johann Keuler (Ger.), Randoof, London 53 devs. in ballast, Bark Johann Keuler (Ger.), Randoof, London 53 devs. in ballast, Bark Johann Keuler (Ger.), Randoof, London 53 devs. in ballast, Bark Johann Keuler (Ger.), Randoof, London 53 devs. in ballast, Bark Ladwig (Nor.), Anderson, Gloucester 28 days, in ballast, Bark Ladwig (Nor.), Anderson, Glouceste

pass.
Hart Lodwig (Nor.), Anderson, Glomester 28 days, in ballast.
Schr. Maggie D. Marsten (of Bockland), Hooper, Port Caledonia, C. Schr. Maggie D. Berrien 18.

8. 12 days, with cost.

8. 12 days, with lumber.

8. 12 days, lumber.

9. 12 day

OOMESTIC PORTS.

Galveston, Aug. 10.—Sailed, steamship Gity of San Antonio, Pen GALVESTON, Aug. 10.—Sailed, steamblip City of Galveston, Evans, nogion, for New York via Havana.

Tor New York via Havana.

"POREIGN PORTS.

Quanascown, Aug. 12.—The White day Lies steamship Addatic.
Porty, trom New York Aug. 2, for Laverpool, extrived here passeries.

Ang. 10, lat. 40 15, long. 59 52, brig Leona, from

at bearing W. N. W. 40 miles, bark Edgard (Ger.) Aug. 5, 75 miles. E. S. E. of Galveston Bar, schr. S. C. (For Latest Ship News see Fifth Page.

Alarbie and Slate Manteis

KLABER, Steam MARBLE and MARBLE. STEWART's Slate Mantels, Marble and Wood Mantels, Rich and elegant designs at the lowest prices, 220 and 222 West Twenty-third-st., between Seventh and Eighth-aves.

Steamboats and Railroads.

A FTERNOON BOAT for NEWBURGH,
Point, Corneal, New-Hamburg, and Mirog. The MART POWELL,
from Vestry-st., Pier 39, every afternoon at 3:30 o'clock.

FORT LEE, PLEASANT VALLEY, and FOR STAMFORD and GREENWICH—The STRAMBOAT NELLY WHITE leaves dails from Pier 37 East River, at 3:30, and foot of Thirty-third-st. at 3:45 p. m., leaves Stamford at 7 a. m.

EYPORT DAILY BOAT. NORWALK and DANBURY.—The new Atsamer AMERICUS leaves daily foot of Market-st., East River at 3:15, and Thirty-tlard-st. at 3:30 p. m., connecting with the Dat bury Railroad; cool, invigorating sail; no dust, and about half railroad.

NORTH RIVER and NEW-YORK STEAM E. LANE, Agt. NEW ROUTE to BABYLON and Fire Island, Trains leave Hunter's Point for shore places at 9 and 11 a. m., and 2730, 4 (knores), 5 (Enpress), 5:30 and 6:30 p. m.

Trains leave Hunter's Point for shore places at 9 and 11 a. m., and 2730, 4 (knores), 5 (Enpress), 5:30 and 6:30 p. m.

Trains leave Babylon at 6:20, 8:20 (Express), 8:30 and 10:32 a. m., and 3:55 and 5:40 p. m. Time by Express Train. I hour 10 minutes. Ferry-boats leave float East 34-b-st., N. T., 15 minutes before train time, and leave James-slip, foot tchambers-st. E. R., 30 minutes before train time. Trains leaving Hunter's Point 9 a. m. and 4 p. m., connect with boats for Fire Island. Trains leaving Babylon 8:20 a. m. and 3:55 p. m., connect with boats for Fire Island. Trains leaving Babylon 8:20 a. m. and 3:55 p. m., connect with boats from F. Island.—Aug. 4, 1873. G. H. SHAKP, Train Dispatcher.

NEW DAY LINE TO NEWPORT,
The new route to Newport, R. L. will be opped on MONDAY, Jm
30, leaving limiter's Point at 12:30 p. m., and arriving at Newport
7 p. m. Returning leave Newport at 10 a. m., arriving in New Yo
at 5 p. m., thus avoiding all night travel and fogs.

b. m. Returning, leave Newport at 10 a. m., arriving in New-York 5 pm., thus avoiding all night travel and force. Passengers can take ferry at James-slip at 12 o'clock noon, or at foot Kan Thirty-fourth-st. at 12:15 p. m., and reach the Long Island allored Deposit in time for the 12:30 train. Tickets sold and baggage checked through at James-slip and Thirty-urth-st. ferricas. OLIVER CHARLICK, President. NEW-YORK CENTRAL AND HUDSON RIVER RAILBOAD.—Commencing MONDAY, June 23, 1873.

11:00 p. m., Express, with sleeping-cars for Albany, Troy and Sars

C. H. KENDRICK, General Passenger Agent.

NEW-JERSEY SOUTHERN RAILROAD

NEW-JERSEY SOUTHERN RAILROAD
LINE

SUMMER ABBANGEMENT.
Commencing MONDAY, June 23, 1873.
LEAVE NEW-YORK FIER 28. NORTH RIVER, foot of Murrayst, by steemer connecting at Sandy Hook with trains for Lyng Branch
and all estations on this and connecting Railroads:
6:45 a. m.—For Doing Branch.
6:40 a. m.—For Philadelphia, Long Branch, Vincland, and Tuckerton Railroads.
1:40 p. m.—For Philadelphia, Long Branch, Red Bank, Waretown,
and Tuckerton Railroad.
4:00 p. m.—For Philadelphia, Long Branch, Red Bank, and Waretown.

4:00 p. m.—For Philadelphia, Long Branch, Res Bank, and Ware-town.

5:15 p. m.—For Long Branch and Red Bank.

ARRIVING IN NEW-10HX:

8:45 a. m.—From Long Branch and Red Bank.

9:30 a. m.—From Long Branch, Waretown, and all stations north.

12:40 p. m.—From Philadelphia, Tom's River, and the Tuckerton
and Vineland Railways.

4:15 p. m.—From Philadelphia and way stations.

On SUNDAYS the 9:40 a. m. train runs to Waretown and Intermelate stations. Aboto Red Bank.

FARE BETWEEN NEW-YORK AND PHILADELPHIA. \$2.25.

PREIGHT to Philadelphia taken up to 6 p. m. at lowest rates.

JOHN F. COLE, Gen. Freight and Fasa. Agent.

DHILADELPHIA AND ERIE RAILROAD-

Williamsport, 8:35; Lock Haven. 9:55; Renovo, 11:10 p. m.; Irvineton. 5:08; Corry, 6:05; Erie, 7:45 a.m. Connects at Irvineton and
Corry with Oil Creek and Alleghery River R. R. for the Oil Region; at
Erie with Lake Shore R. R. for all points West.
8:30 n. m. Erie Mail (daily) with Pallman Palace Car from Philadelphia to Rie. Arrive Sunbary, 6:25; Williamsport, 8:10; Lock
Haven, 9:40; Reavo, 11 a. m.; Irvineton, 5:10; Corr. 6:10; Erie,
7:55 p. m. Connects at Irvineton and Corry with Oil Creek and Alleabeng River R. R. for the Oil Region; at Erie with Lake Shore R. R.
for all points West. W. A. BALDWIN, General Superintendent.

J. W. GORE, Gen. Pass. Agent.

PENNSYLVANIA RAILROAD.—Trains leave

New York, from foot of Deshrosses and Cortlands-ize, as follows:

Express for Harrishere, Pilisburgh, the West, and South, with Pullman Palace Cars attached, 9:30 a. m. 5, 7, and 8:30 p. m. Sunday,

5. 7, 8:30 n. m.,

Por Battimore, Washington, and the South via Pennsylvania Air Line,

at 8:50 a. m., 3:20 and 9 p. m.; Sunday, 9 p. m.; and via P., W. and B.

R. at 9 a. m., 12:30 and 9 p. m.; Sunday, 9 p. m.; and via P., W. and B.

Express for Philadelphia, 8:50, 9, 9:30 a. m., 12:30 3, 20, 4,

5. 7, 8:30, 9 p. m. and 12 night. Sambay, 7, 8:30, and 9 p. m.

For Philadelphia, via Kenaington, at 7 a. m. and 6:10 p. m. Sunday,

6:10 p. m. p. m. igrant and second class, 7:05 p. m. igrant and second class, 7:05 p. m. igrant and second class, 7:05 p. m. igrant at 6, 6:30, 7, 7:40, 8:10, 9, 10, 11 s. m. 12 m. 1, 2, 3, 3:30, 4:10, 4:30, 5:10, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 30, 9, 10, 11:30 a. m., and 12 uight. Sunday 5:20, 6:10, 8, 30, 9, 10, 11:30 a. m., and 12 uight. Sunday 5:20, 6:10, 8, 30, 9, 10, 11:30 a. m., and 12 uight. Sunday 5:20, 6:10, 8, 30, 9, 10, 11:30 a. m., and 12 uight.

2:30, 3, 30, 9, 10, 11:30 a.m., and 12 uigat. Success 18, 8:30, 9, 10, 11:30 a.m., and 12 uigat. Success 29, 10, 11, a.m., 12 m., 1, 2, 2:30, 3, 3:20, 4:10, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 7:30, 8, 8:30, 9, 10, 11:30 p.m., and 12 uigat. Success 25:20, 6:10, 7, 8, 8:30 and 9 p.m., 12, 2:30, 3, 3:30, 4:10, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8:10, p.m., and 12 uigat. Success 29, 30, 3:30, 4:10, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8:10, p.m., and 12 uight. Success 37, 7:30, 8:10, p.m., and 12 uight. Success 37, 6:30, 4

8 10 p. m., and 12 night. Sunday, 5:20 6:10 and 7 p. m.

Por We colbridge and Perth Amboy, 6 and 10 a. m., 2:30, 3:30, 4:30, and 6 p.

For New Stranswick, 7 and 8:10 a. m., 12 m., 2, 3, 4:10, 5:20, 6:10, 8:30, 9 p. m., and 12 meht. Sunday, 6:10, 8:30 and 9 p. m.

Por East Millstone, 8:10 a. m., 12 noo., 4:10 and 5:20 p. m.

Por Lambertville and Plemington. 9 a. m. and 2 p. m.

For Phillipsburg and Beltrilers. 2 and 4 p. m.

Accome for Bordento vm., Burlington, and Canden, 7 and 9:30 a. m., 12:30, 2, 4, 5, and 7 p. m.

Por Jenesburg, Pemberton, Camden, 6 a. m., and via boat from Pier No. 1, 3:50 p. m.

Trains across as follows: From Pittaburgh, 6:50, 10:25 a. m., 6:35 p. m., daily: 6:22, 10:15 a. m. and 3:55 p. m., daily: except Monday. From Washington and Baltimore via "Penn. Air Line," 6:40 a. m., 40:55 and 9:15 b. m.; Stonday, 6:40 a. m., tand via P., W. and B. R. R., 6:40 a. m., 4:35 and 10:13 p. m.; Sunday, 6:40 a. m. From Phitadelphia, 5:22, 6:40, 6:50, 10:13 p. m. Sunday, 6:40 a. m. From Phitadelphia, 5:22, 6:40, 6:50, 10:13 p. m. Sunday, 5:22, 6:40, 6:50, 10:25, 11:20, 11:55 a. m., 22:15, 3:55, 4:35, 6:05, 7:25, 9:15, 10:13 p. m. Sunday, 5:22, 6:40, 6:50, 10:25, 11:20, 11:55 a. m., 22:15, 3:55, 4:35, 6:05, 7:25, 9:15, 10:13 p. m. Sunday, 7:2, 6:40, 6:50, 10:25, 11:20, 11:52 a. m., 23:55 a. m., 20:15, 3:55, 4:35, 6:05, 7:25, 9:15, 10:13 p. m. Sunday, 7:2, 6:40, 6:50, 5:25, 11:20, 11:52 a. m., 23:55 a. m., 20:15, 3:55, 4:35, 6:05, 7:25, 9:15, 10:13 p. m. Sunday, 7:2, 6:40, 6:50, 5:25, 11:20, 11:52 a. m., 23:55 a. m., 20:15, 3:55, 6:35,

Battery place.

D. M. BOYD, Jr., Gen. Pass. Agent.

D. M. BOYD, Jr., Gen. Pass. Agent.

PONDOUT and KINGSTON—Landing at Comens, Cornwall, Newburgh, Mariborough, Milton, Poughteepast, and Respus—The steamboats HiOMAS CORNELL and JAMES W. BALDWIN sare Harraon-st. Pier, 34. N. R., DAILY at 4 o'clock p. m. PAND, MCNALLY & Co.'s RAILWAY GUIDN AND RAND-BOOK gives the latest time-cards and diskefaces of all roads. It also gives the population, Juli description, &c., et server yational and river tows in the U. 8 and Canada. For sale by all newsleaters. Price 40 cm is.

STEAMER RHODE ISLAND.

From foot Twenty-third-st. R. R.

EXCURSION

TICKETS TO STONINGTON AND RETURN, same trip, for \$3.

TICKETS TO STONINGTON AND RETURN. same trip. for \$3.

STONINGTON LINE. — TO BOSTON and PROVIDENCE.

DAY LINE.—The entirely new and magnifecent steamer RHODE ISLAND, 3,000 tons, is now reuning daily (Sundays satespied), from Pier foot of Teenty-thrid-sat. East River, at 2,30 s. m. Steamer SYLVAN GLEN, from Peek Bilp at 2:10 s. m., connects with take RHODE ISLAND. Der Dock cars from Astor House: Areans Cears from Chambers et., and 23d-st. cars ran direct to above Pier.

NIGHT LINE.—Daily tercept Associaty from Pier No. 23 Nogila River, at 5 p. m., steamers STONINGTON and NARRAGANSETT.

Tickets sold and state-rooms secured at No. 319 Broadway, corner Thomas-st. we extend the property of the state of t

SAFETY, SPEED, AND COMFORT.

For Boston, Wercester, Pitchberg, Grains Junction, Lowell, Lawrence, Nabon, Machaster, Concord, Pelmer, Brattaburo, and Internet. Nabon, Machaster, Concord, Pelmer, Brattaburo, and Internet. For Boson, Manchester, rener Nasona, Manchester, mediate points.

The new and stanch steamers
CITY OF BOSTON.
CITY OF NEW TORK.
CITY OF NORWICH.

CITY OF NORWICH.

Will leave New-York daily (Sundays excepted) at 5 welcak p. m., from Pier No. 40. North Biver, foot of Canal and Watta-ta. Pier No. 40. North River, foot of Canal and Watta-to.

For New-London and Norwich, there connecting with Express trains
for the above points, vis Verment Contral, Norwich and Eventon, Hartford, and Eric Rainroads.

For through ticksis and raise for freight, apply at the office, Pier 40,
North Event.

Mew-York, June 6, 1873.

Rew-York, June 6, 1873.

TROY.—CITIZENS' LINE for TROY.

France, \$150. The elegant steambeats SUNYSIDE and
POWELL leave Pier No. 49 North River, foot of Leroy at., daily Saterdays excepted, at 8 e'clost p. m.. connecting with morning trains on
Renstellar and Sarriage, New-York Cestral, and Troy and Booke
Railroads for all points north, east, and west.

THE MOST DIRECT ROUTE TO SAIRATOGA, LAKE GEORGE,
AND MONTERAL.

Through tickets seld and bagges school to destination.

JOSEPH CORNELL. Superintendent.

Steamboats and Bailroads.

A LBANY and TROY; \$2; SARATOGA, \$2 50. A by DAY LINE BOATS, C. VIBBARD and DANIIL. Diesey vestrevs, Pier at 8:300 am, and Twenty-birdest, north of ferr, at 8:45, landing at YONKERS, TARKYTOWN and NI Opf ferryboat), MILTON, POUGHER, TARKYTOWN and NI Li, CATSKIIL, and RUDSON. Generating for all points WEST NORTH. Trip tickets to WEST POINT, CORNWALL, and N BURGH, returning same day, 51. Tickets by special cars and bay checked to forstrong and Sharou.

BRIDGEPORT, and all points on Housatonic CENTRAL RAILROAD OF NEW-JERSEY,
ALLENTOWN LINE TO THE WEST.—Passenger and Freight
Station in New York, foot of Liberty-st. Connects at Somerville with
South Brauch R. E., at Hampton Junctions with Delaware, Lackswanna
and Western Railroad; at Politipabore with Leisigh and Susquelanna
Division: also with Leisiph Valley Railroad. Direct time to Harmburg.
Pittaburgh, and the West, also to Central Pennsylvania and New-York
State.

ort, &c.

10:15 a.m. and 12 m.—Way Trains for Somerville.

12:50 p. m.—Expanss for Flemington. Raston, Bath, Allentown auch Chunk, Maintony City. Hazleton. Wiltenburre. Seranton, Readig. Columbia, Lancaster. Ephrata, Potteville, Harrisburg. &c.

2:30 p. m.—Way Train for Easton. Allentown, and Belviders.

3:30 p. m.—Way Train for Plainfield.

rain jor Claimete.
for Easton, Allentown, and Manch Chunk. Coubel. Lack. and West. R. R.
rain for Somerville and Flemington. m. - Evenino Expuess, daily, for Easton, Belvidere, Allen ing, Harrisburg, Pittsburgh, Chicago, &c. n. m. - Way Train for Somerville.

i, 4:15, 4:30, 4:45; 5, 5:15, 5:30, 5:45, 6, 6:20, 7, 7:30, 7:4 i:20, 9:15, 10:30, 11:30, 12 p. m. R. E. RICKER, Sept. and Reg. H. P. Baldwin, General Passenger Agent. DELAWARE, LACKAWANNA, and WEST-

d Chester. RRISTOWN, at 7:15, 9:10, 11:10, 12:00 m., 2:30, 3:20, 500 p. m., 7:30, 9:10, 10:10, and 11:10 a. m., 2:30, 4:30, 5:20, 6:00, 6:50, and 8:15 p. m.

ORANGE and SOUTH ORANGE, 7:15, 7:30, 9:10, 9:40,
and 1:100 a.m., 1:10, 2:30, 3:50, 4:30, 4:50, 5:30, 6:00,
7:45, 8:45, 10:00, and 12:00 m.

NEWARK at 7:15, 7:30, *7:50, *8:50, 9:10, *9:40,
0, 10:40, *11:10 a.m., and 12:00 m., *1:10, 2:00, *2:30,
3:40, *3:50, *4:20, 4:30, *4:40, 4:50, *5:20, 6:30, 6:00,
6:45, 7:40, 8:15, 8:45, 10:00, and 12:00 a. m. Traing

ERIE RAILWAY.—Summer Arrangement of rains taking effect June 23, 1876. From Unamorr-s. Depot (or see note below).

n.—Cincinnati and Chicago Day Espresa. Drawing-Room Coaches to and sleeping Coaches to destination.

"Express Mail for Buffalo and Ningara Falls. Sleeping Coach Paralo, Tp. m. (Daily).—Cincinnati and Chicago Night Express. Sleeping on the Sufaio, Niagara Falia, Cincinnati, Detroit, and

leave for ervis S, 9, 11 and *11:15 a. m., 4:30, †6:30 and *7 p. m. and Middletown, *6, 8, †8:30, 11 and *11:15 a. m., 3:45 Fidelity (1997) and Fideli

Newarf. *6, 7:15, *8:45 and 11:30 a. m., 3:45, 5:15, *6:30 p. m., aterday nights only.

furd Park and Passaic. 6:45, 8, †8:30, 10, 11 (11:15 a.m.,
eniy), 12 noon, *1:45, 4, 5:15, 6, *6:30, 8, 10:30, and ie. Hackensack, and Way. 5, 8:15, and †8 45 a. m., 1, 3, 4, 5, and 6 p. m. and 12 saturday nights only.

Spring Valler and Way, 5 and 9-20 a. m. 4:45 p. m.

Englewood, 5, 8, 19, and 9-30 a. m. 1:30, 3:15, 4:15, 4:45, 5:30, 6:30, and 7:45 p. m. and 12 Saturday nights only.

Creshvill, 5, 8, 19, and 9:30 a. m., 1:30, 3:15, 4:15, 5:30, 6:30,

m., and 12 Natorday nights only. S, 19, and 1:30 a. m., 1:30, 3:15, 4:15, 4:45, 5:30, .m., and 1:2 Sainrday nights only. d Nyack, 8, 19, and 9:30 a. m., 1:30, 3:15, 4:45, 5:30,

Baggage may be tell at the Company's Depote and Third-are: 2 Central, Broodlyn; at the Company's Depote, and of Agents at the principal hotels

"Daily. Standars only. 4. Sundays Middletown only.

NEW-HAVEN, HARTFORD, &c. Fare,
p. m., Daily (Sundays excepted) connecting with the railroad. NEPTUNE LINE STEAMERS Daily for PROVIDENCE. BOSTON, WORCESTER,

PROVIDENCE, BOSTON, WORCESTER, at 5:00 p.m., from Pier 27, N. R., foot of Rabinsus-st. Calin fare to BOSTON, \$4 25. To PROVIDENCE, \$3. Deck fare to BOSTON, \$3 25. To PROVIDENCE, \$2. Freight at fourest raise. Connect at Providence with Beston and Prov. and Prov. & Worcester R. R. for all important N. Eng. cities and towns.

NORFOLK, CITY POINT and RICHMOND—The OLD DOMINION STRAMSHIP CO. will dispatch from Pier 77. N. R., one of their fine hide-wheel steamers, at 3. p. m. every TUESDAY. THURSDAY and SATURDAY, giving through Bills of Luding to all points South and South-West.

Through Passenger Tickets inseed to all points. Accommodations ansequated.

qualed.
Office, 187 Greenwich-st., cor. Dev-st., New-York. NEW-YORK, NEW-HAVEN, AND HART PORD RAILROAD.—New York and New-Haven Division. SUMMER ARIANGSMENT. COMMENCING MAY 26, 1873. Passenger Station in New York, orand Central Depot, Satirnace on

Passenger Station in New-tork, orand Central Depoi, marriage of TRAINS IRAVE NEW-YORK.

Trains for New-Haven leave at 7.05 (Ace'a), 8:05 (Ex.), 9:05 (Ace'a), 10:00 a. m. (Ex.), 12:00 a. (Ace'a), 1:00 (Ex.), 3 (Ex.), 3:55 (Ace'a), 4:38 and 5:10 (Local Ex.), 8:10 (Ex.), and 9:10 (Ex.) p. m. For South Norwsite, 7:05 8:05, 9:05 a. m., 12:00 m., 1:00 and 3:15 (Ex.), 3:55 (4:38, 5:10, 6:35, 8:10, 9:10 p. m. For Stanford, 7:10, 8:05, 9:05, 10:10 a. m., 12:00 m., 1:00, 2:23, 3:15, 3:55, 4:38, 5:10, 5:10, 5:40, 8:10, 9:10 p. m. For Stanford, 7:10, 8:05, 9:05, 10:10 a. m., 12:00 m., 1:00, 2:23, 3:15, 3:55, 4:38, 5:10, 6:10 (Desire, 11:30 p. m.

(Rt.), 3:55, 4:38, 5:10, 6:35, 8:10, 9:10 p. m. For Stanford, 7:10, 8:05, 9:05, 10:10 s. m. 12:00 m., 1:00, 2:23, 3:15, 3:55, 4:38, 4:35, 5:10, 5:40, 6:35, 7:20, 8:10, 9:10 p. m.

For Port Chester, 11:40 p. m.

Boston Kryress via Springfield at 8:05 and 10:00 s. m. 3:00 and 8:10 p. m., ris Shore Line at 1:00 and 9:10 p. m. The 8:05 a. m., 1:00, 8:30 and 9:10 p. m., atopoing at Stanford, Norwall and Bridge-port, Thegeliofs m. m. and 1:00 p. m., connect with trains on Shore Line. Liviaton for Norwick, Newport and Froridence and the Com. Valley at Saylrock.

The 8:05 a. m. and 3:00 p. m. connects with New-Haven and Northampton R. R. at New-Haven, 8:05 a. m. and 1:200 noon trains connect with Com. River R. R. at Springfield and 3:00 p. m. for Montreal. The 8:05 a. m., 1:00, 3:00 and 4:38 connects with Naugatuck Railroad, and the 8:05 a. m. and 3:00 p. m. with Homsteine Railroad at Bridgeport. The 8:05 and 19:09 a. m. and 3:15, 5:10 and 9:10 p. m. with Bridgeport Shore and Northampton Railroad at Stemford, Shonay Boston Mail Trains at 7:08 p. m. via Springfeld; 9:10 p. m. via Provingence.

Drawling room cars on Day Express and Sleeping-cars on Night Express Trains.

Tuckets can be purchased at Ticket Office of Company at Grand Central Depot, or at offices of N. T. Transfer Co., 044 Breadway, N. Y. T.

preas Trains.

Tickets can be purchased at Ticket Office of Company at Grand Central Depot, or at offices of N. T. Transfer Co., 044 Broadway, N. T. and No. 1 Court-st., Brooklyn; who will also check baggage from residence to destination. euce to destination.

For further information of particulars see posters at hotels and depot
E. M. REED Gen'l Supt. New-Haven.

JOHN T. MOODY. Sup't. Div. New-Tork.

SARATOGA—DIRECT ROUTE—Fare \$2 75 through via Citizent Line. Elegant steamboars daily. Saturdays excepted, at 0 p. m., from Pier 49, Norsh River, foot of Leroy-st. Exception tickets, Saratoga and return, good for 30 days, only \$5. SOUTH SIDE R. R. OF LONG ISLAND.

Trains depart- and arrive at Ecosevelt and Grand-st. ferries N. Y .:

Trains depart and arrive at Econevelt and Grand-st. ferries N. Y.:

Depart.

S:10 a. m.—Mail for Patchogne, connecting Rockaway
and Hempstead. 8:05 p. m.
9:40 s. m.—Rockaway Repress. 6:52 p. m.
10:40 s. m.—Rockaway Repress. 6:52 p. m.
10:40 s. m.—Babyion Acc's, connect Hempstead and Rockaway Besch. 10:35 p. m.
3:40 p. m.—Babyion Acc's, connect Hempstead and Rockaway Besch. 10:35 p. m.
3:40 p. m.—Babyion Rep., councet Hempstead and Rockaway Besch. 10:35 p. m.
4:40 p. m.—Patchorne Acc's, connecting Rockaway
4:40 p. m.—Patchorne Acc's, connecting Rockaway
5:10 p. m.—Hempstead and Hockaway Express. 10:40 s. m.
5:40 p. m.—Isila Acc's, connecting Hempstead and
6:40 p. m.—Isila Acc's, connecting Hempstead and
6:40 p. m.—Babyion Acc's, connecting Hempstead and
9:30 a. m.—Sundays only, from Bashwick ave. for
Patchogor, Hempstead, and Hockaway
Besch, turving at Bosshwick av. . . . 7:00 p. m.
Baggage checked as Hoosevelt and Grand at Ferries, N. Y., or Seat
Bigath st. Brockivs. L. S. CANSIELD Supermished

NARRAGANSETT STEAMSHIP CO.

FALL RIVER LINE FOR BOSTON VIA NEWPORT AND PALL RIVER, Daily, (Sundars included), at 5 p. m. From Pier 28, North Kiver, foot of Murray-et-THE WORLD-RENOWNED STRANGES

BRISTOL and PROVIDENCE,

Capt. A. G. Simenni.

The most direct route to Taunton, Middleboro'. Pigmonth. New-Redford Marthe's Vinovard. Nantecket and all points on the South Shore
and Cape Cod Hallway. Also, through tiefets to the WHITE MOUNTAINS, and all principel phints in New-England and the Provinces. For
inches and stake-rooms, asepty at 1841 Broadway; 2529 Broadway, across
Pornay-st.; Broadway, corner Tewatt-third at. 19637's Rippens Obsess
944 Broadway, and No. 10 Court-at., Rocativar or at the offer on the
Pier.

B. B. Mandax General Freight Agent.

B. Mandax General Freight Agent.

B. Mandax General Freight Agent.

REAL ESTATE.

NEW-YORK, Tuesday, Aug. 12, 1873. The attendance at the Exchange this morning was fair, but there was no business of importance transacted. James M. Miller sold, by order of the

Supreme Court, under direction of Francis M. Seek, referee, house and lot on east side of Second-ave., 30.16 referce, house and lot on east side of Second-ave., 30.1 feet south of One-hundred-and-sixteenth-st., lot 20x30, ts. S. O. Weich for \$11,100. The property was purchased by parties in interest.

Sales asnounced to be made at the Exchange to-merow:

Weinselboy, Aug. 13.—By James M. Miller.

Legal sale, Twenty-firstsi., south side, 100 feet west of Touth-ave., 25x19.11, least-hold.

Legal sale, Fifty-sinth-st., borth side, 400 feet west of Nisth-ave., 25x100.4.

Leval sale, Eighty-sixth-st., north side, 100 feet west of First-ave., 21x100.5.

OFFICIAL TRANSFERS OF REAL ESTATE. OLF ICIAL TRANSFERS OF REAL SAME AND ALL SAM

10th ave, e., 49.11 ft s of 154th st, 251100, '9 p
LEASHHOLD CONVEYANCE
47th st, s., 220 ft e of 5th ave, 201100.5.
Bower, No 222, 3 years, per year, all alterations,
Chathamest, n. 5, Thurston's astoon, west of Chambo
of land, 4.2, forming aliey way from Chambersproperty, 21 years, per year.
9th ave, 702, 8rat Soor, &c, 2 years, per year.

City Beal Estate for Bale.

FOR SALE—One of the best HOUSES and LOTS in the Fourth Ward: 33 Oliver-st., corner of Madison; price, \$30,000. Apply to D. NELSON, 177 Degraw-st., Brooklyn.

Brookinn Real Estate for Sale

-FOR SALE, a good three-story brick and brown-stone basement HOUSE on Carrollet, between Court land and 22/238, with extension 12/22 on one story; let, LOR SALE, on EASY TERMS—LOTS Nos. 39 and 41 Remen-st. 50x100, and 68, 70, 72, and 74 Montages st., 100x100. House and Store No. 102 Pincapple-st., 27x60; Edward No. 179 Willoughby-st., House No. 197 Willoughby-st., House No. 49, 51, and 53 Nassan-st. GORDON L. FORD, 97 Clare-st., Brooklyn.

266 AND 268 WASHINGTON-ST., GORDON L. FORD, 97 Clark-st., Bre

Country Real Estate tor Sale.

A COUNTRY SEAT

The RESIDENCE of the late S. T. Clarks, situated at CROTOR
LANDING will be sold on ever favorable terms. The property comprises upwards of 26 acres of isnd under a high start of reoperty comprises upwards of 26 acres of isnd under a high start of reoperty comand well stocked with fruit trees of all descriptions. The boildings on
rooms, with closets and balabrooms, agood hare, and other out-mailings. The house is about three-quarters of a mile from the station.
The land is all on the weaterly side of the New Year and Allaer postroom and extends to the river, and could be sailly subdivided into a meter of rills side. Pull particulars in regard to because and amap of the
property can be seen on application to

EDWARD CLARKE. Tribuse Office.

ESTATE OF THE LATE WILLIAM CROM WELL, of this city, Cromwell Place, Monroe, Orange Pinest Dairy Farm is Orange County; about 400 acre gh calibration, parity surrounding Lake of 100 acres a label of Monroe Station and Village, 2 hours, from

Valuable Coal and Iron Property,

BLAST FURNACE, FARMING LANDS FOR SALE

> (By order of the Controller of the Gurrency.) BEING PART OF THE

Assets of the

Ocean National Bank of N. Y.

sale all that tract of land, and the structures and improvements the together with the franchises and privileges belonging thereto, knows

Irondale Coal and Iron Property, and formerly known as the Estate and Works of

THE FRANKLIN IRCY AND COAL COMPANY.

oad, now building southward across West Virginia), by means of which oad it has access to the markets of the East and West, and will shortly also have access to the markets of Pittsburgh and the magnetic on & posits of Virginia and the Kapawha.

The TRACT OF LANDS embraces 1.120 acres, growth of valuable Timber.

It is also underlaid by THREE DISTINCT WORKABLE VEINS OF GOOD COAL, accessible at or near the surface, S, 4, and 8 feet in thickness, respectively, which have been tested and worked on this and adjacent properties for many years. The coal yields a fee lustrous hard-grained coke, suitable for Iron

There are also in close proximity to the bituminous coal THRES SEPARATE BEDS OF IRON ORE of the variety known to niners as "CLAY IRON, STONE," so largely in use in English Parasces, ranging from 22 inches to 4 feet in thickness, and so easily mined that is can be placed at the Purnace-stack at \$1 50 per ton. In juxtaposition with the iron belts are Limestone, mitable for

faxing purposes, Fire-Clay, and building Sandstone, suitable for constructing Purnaces, Ovens, &c. Among the permanent Structures and Improvements, erected

for the most part by the Company, are:-One Hot-Blast Furnace, 39 fest stack, 11.9 both. Two|Blowing Engines, 80-horse power, made by Sweepy &

Son of Reading. Hot-Binst Apparatus, 28 feet stoves. Four Miles of Railroad, 4.812 gauge, sidings, switches, 55 and 0 pound rail, well laid and ballasted.

One Sawmill, Turbine whoel, circular saws, carpenser and tool hop complete. Foundery, including enpols, molds, castings, patterns, &c. Muchine and Blacksmith Shop, with lather, drills, &c.

30 Workmen's Dwelling-Houses, double and single, gardens attached, in good order.

Storchouses, Engine-House, Offices, Sheds Coking-Pits.
Treaties, and all the Transars, Drifts, Openings, Stables, and other
Structures and Encaratious necessary for the operation and maintenance
of an extended production and shipment of ron and coal.

The works are now in blast, and have been in successful operation for

everal years. They were laid out, worked, and enlarged under the imnediate supervision of one of the largest manufacturers, the whole ex-cenditure on the property being opward of \$700,000. The Blast Formare has a capacity of turning out ten to twelve tons of pig iron per day from the ores on the estate, which product has reaked as No. 1 and No. 2 Foundary (gray forge and white) from in the Onio River markets.

No. 2 roundery (creat) increased, at but little cost, by the creation of a second furnace, the site for which is selected.

There are but few, if any, attes more advantageous for the soccessful, continued, and profusble manufacture of iron; the fuel, the flux, and the orea being all on the same property, and connected with the furnace by rail. Pig iron, with the wristing facilities, has been made by the seaion at a cost of \$18 per ton, and this rate can be leavened by improve

Also, a Tract of 8,000 Acres of Good

Western Prairie Farming Lands, situated in Jackson, Massac, Johnson, and Williamson Counties, in the southern portion of the STATE OF ILLINOIS, within convenient distance of rulroad and river communications and good markets. Said lands are contiguous, and consist largely of rich bottom and prairie soil, interspersed with good streams and ample timber, and appraised a from \$5 to \$35 per acre.

Scaled Proposals will be received by the undersigned, at his affice, for sixty (60) days afrom July 1. for the purchase of the West Virginia Tract of Coal and fron Lunds, with the Furance and other Improvements, entire, as they stand. Also, securately, for the Hitinois Farming Lunds, or any portion thereof—the Receiver reserving the right to reject any or all bills, if it be deemed for the interest of the creditors of the Bank to do so.

Terms—One-third cash; balance in one, two, and three years, secured by mortrees.

Title perfect-absolute in the Ocean Bank. Purther particulars and information, ticological and Mining Registers.

Reports on the Virginia property, and detailed descriptions of the LHL nois Lands, can be had on application to

THEODORE M. DAVIS. Receiver of Ocean National Bank,

19 HASSAUST, N. E.